



APPENDIX B2
PUBLIC COMMENTS SUMMARY



SUMMARY OF PUBLIC COMMENTS SURROUNDING PUBLIC MEETING #1 FEBRUARY 22, 2018

Outreach Overview

The first major phase of public outreach for the I-70 West Vail Pass Auxiliary Lanes Project was conducted in February 2018. A public meeting was held on February 22, 2018 in open house format from 4:30 – 6:30 PM at the Donovan Pavilion in Vail. The meeting served to introduce the project and to gather public comments on West Vail Pass safety improvements. Approximately 30 people attended the meeting.

This document includes a record of all comments submitted surrounding this first public meeting, from February 13, 2018 through April 18, 2018. Comments were received through the project web page comment form and emails to project team members, in addition to those documented on comment sheets, maps and recorded by project team staff at the open house meeting.

Do you agree with the Draft Purpose and Need for this project?

- Yes. It's important to think carefully about how to minimize and mitigate impacts to wildlife connectivity throughout the process.
- Yes, if appropriate wildlife and environmental mitigation measures are included to minimize the impact on the region's natural environment.
- Yes, if appropriate mitigation strategies are implemented.
- Yes. I think there is a need to reduce the number of closures on the pass.
- Yes.
- Yes, I agree but for safety reasons not for capacity reasons.
- NO – Need a practical approach. In this case more is definitely not better. A simpler approach will make the pass safer almost immediately.
- I do agree with the purpose and need for the project. The west side of the Eisenhower/Johnson tunnels have three lanes and traffic flow seems pretty good to me driving up or down.
- The purpose and need makes sense.



What do you see as the benefits and/or impacts of adding auxiliary lanes on West Vail Pass?

Benefits:

Safety & Traffic Flow

- ❑ Benefits include improving safety and traffic flow. I agree that there are problems with safety and traffic flow that need to be addressed. An additional potential benefit is that the project could provide an opportunity to consider and implement solutions to current issues with wildlife connectivity across this stretch of I-70.
- ❑ Increasing the safety and flow of traffic over an area that can become congested and is significant for human connectivity between the eastern and western parts of the state. Could allow for improvement of animal crossing structures and mitigation for I-70's impacts on wildlife.
- ❑ Improve safety, traffic, and condition of an important corridor in Colorado.
- ❑ Increased safety will likely result in less frequent hazmat spills/incidents.
- ❑ Potentially reduce the number of accidents and closures.
- ❑ The third lane would facilitate traffic movement in that the heavy trucks could stay to the far right. Slower moving vehicles (but faster than the big rigs) could be passed on the inner left lane.

Environmental

- ❑ I do wonder with the addition of two more lanes, how the landscape will change.
- ❑ Improve sand cleanup to keep out of Gore Creek. Slight improvement for eastbound traffic by having a land for slow traffic/trucks. Not needed on westbound.
- ❑ There is certainly plenty of improvement to be done on I-70 to help people and these projects can actually open up opportunities to help reduce I-70's impact on wildlife. I-70 poses a significant barrier to wildlife and we need to help increase connectivity for animal species. This can also help people by reducing the number of animal-vehicle collisions.

Impacts:

Trucks

- ❑ Could incentivize more truck traffic to use I-70 instead of I-80 to travel to the west coast from the Front Range.
- ❑ Increase truck noise. Please study the noise we get at the end of East Vail. There already is a big impact. Does more lanes = more noise?



- ❑ Not sure. Need to look at a cost/benefit study. Does the additional auxiliary lane just mean three lanes of spin-outs instead of two lanes?

Construction Duration

- ❑ Long construction periods hurts tour economy in Vail. The underpass in Vail construction kept me from buying anything in Vail for the duration.
- ❑ In the 30 years we have been driving between our homes in Denver and Vail the major source of traffic disruptions has (by far) been CDOT-related construction and traffic disruption. We foresee this project compounding our traffic aggravation many orders of magnitude greater than any benefit which might come from it. Please reconsider. It took you forever to move a few barriers on the west side of the pass last summer. We shudder to think how long you would disrupt traffic trying to put auxiliary lanes on this ten-mile section. We have only another decade to live. Could you possibly wait that long to get this started?

Wildlife

- ❑ The I-70 W. Vail Pass Aux. Lanes project will increase the barrier to wildlife movement across the I-70 Corridor by adding an auxiliary lane in both the east and westbound directions.
- ❑ Potentially increasing the barriers for wildlife to cross I-70, an already significant disrupter of habitat connectivity. Taking away wetlands and other habitat utilized by wildlife.
- ❑ I am concerned about the impact of this project on the important wildlife species in the Vail Pass area. I think it is important that the I-70 wildlife connectivity recommendations outlined in the Ecological Report should be an important priority throughout the planning, funding, and construction of this project. I also think this could be an opportunity to improve wildlife connectivity along I-70 and could be a model for this.
- ❑ Don't affect wildlife habitat as it is already fragile. (x2)
- ❑ What about wildlife?

Other

- ❑ What safeguards will be in place during construction to avoid impacts on Black Gore Creek? The forest below the work site?
- ❑ I have worked with the Black Gore Steering Committee and served as a board member on the Eagle River Watershed Council, so I am keenly aware of the traction sand problem. From what I heard in the Thursday meeting, the CDOT has also kept this issue on their radar. I hope that there are improved technologies for picking up the sand and also keep more of it under control and keep it from entering Black Gore Creek.



- ❑ Larger environmental footprint.
- ❑ More paving increases speeds. Huge impacts to FRAGILE environment. Will not make Vail Pass safer. Perception of wider, straighter roads gives false perception of safety and removes caution needed for mountain driving. Loveland had fewer accidents. Driven this road for nearly 60 years.
- ❑ I am extremely concerned that adding an eastbound lane may impact my home which is in the Complex named Ridgeview Square, on Spruce Way, as part of the complex is almost under the highway bridge.

Which safety and operational improvements would you like to see included in this project? Please list specific locations.

Wildlife

- ❑ I would like to see CDOT carefully consider the recommendation of the 2011 Eco-logical Report and the ALIVE team at every stage in the process. In addition, I'd like to see CDOT consider the recommendations in the 2016 Phase I report for the Eagle County Wildlife Connectivity project.
- ❑ I would like to see CDOT follow the recommendations of the 2011 Eco-Logical Report. This would include fencing to channel wildlife towards crossing areas and construction of new wildlife crossing structures.
- ❑ As referenced in the 2011 I-70 Ecological report and by the ALIVE committee, we think that it is important to remove the culvert and restore the stream channel through this bridge structure [references picture to the right of MM 183].
- ❑ Wildlife exclusion fencing should be constructed between the five span bridges to funnel wildlife through these structures. This is important during construction as well and is a relatively low-cost, high-impact strategy.
- ❑ At MM 187.4 consider constructing a wildlife overpass and maintain connectivity at existing bridge structures.
- ❑ Mile post 187.4 – construct overpass.
- ❑ At MM 186.5 construct wildlife arch suitable for elk, deer, lynx, and small/mid-sized mammals. (from ALIVE Liz recommendations)
- ❑ Mile post 186.5 – construct a wildlife arch.
- ❑ No structures that may function as wildlife passages are present in the upper portions of the Linkage Interference Zone identified in this section. A new wildlife crossing structure and wildlife exclusion fencing, if possible given terrain and geotechnical challenges.



- ❑ Between MM 181-186, consider guide fencing for wildlife to enhance the effectiveness of these span bridges for wildlife connections.
- ❑ If construction results in a delta in the footprint of the bridge, increase span and height to compensate for the additional length wildlife have to travel.
- ❑ When reconstructing interstate, install additional pipe culverts to accommodate passage for small and medium-sized mammals and amphibians at less than 0.5 mile intervals if possible.
- ❑ Mile post 183 – remove culvert and restore stream channel. If the span bridge footprint expands, the height and span of the bridge should be increased.
- ❑ Protect the deer, make it easy for them to cross.
- ❑ The deer and elk should be able to get to the places they want to be.
- ❑ It's important to bring ecologists, engineers, and construction managers together to come up with low-cost, highly effective strategies. I think that it is very important for all of the I-70 wildlife connectivity recommendations outlined in the 2011 Ecological report to be considered and prioritized throughout the process.
- ❑ I encourage the project team to review and evaluate opportunities to construct large wildlife crossings, similar to those on State Highway 9 north of Silverthorne, in conjunction with the auxiliary lanes.

Acceleration Lanes

- ❑ Longer acceleration lane on the eastbound East Vail on-ramp.
- ❑ It would be nice to have a longer acceleration lane for the eastbound entrance ramp at MM 180.
- ❑ Need an acceleration lane at MP 180 on ramp.
- ❑ Yes, please consider a merging lane.

Operations

- ❑ What does the traction law mean? Have we looked at operational improvements?
- ❑ Traction law needs enforcement – location for checks.
- ❑ Need reflectors on both sides of road so people know where to drive.
- ❑ Rental cars should be required to have snow tires during winter months.
- ❑ At Eisenhower Tunnel, use lane in opposite direction of peak hours (three lanes).
- ❑ Instead of widening, enforce the speed limit this would slow people, reduce accidents. I drive this road on regular basis, SPEEDING SKIERS AND SUMMER TOURISTS are the main hazard not the width of the road lanes. Plowing operations are poor at best, drivers



need to learn how to PLOW and not rely on Denver office to close due to snow, rain etc. Vail Pass operations are one of the worst in Colorado.

- ❑ 82% of accidents occur on wet or snowy roads; therefore, reduce the speeds when roads are wet or snowy to 45 mph. Technology would allow better road reports to keep trucks off when slippery (snow/ice). Move accidents off road fast (police are stuck in old methods of reporting etc. – video and move wreck). Shoulders are essential.
- ❑ There are three suggested alternatives to consider: 1) lower the speed limit; 2) don't do anything; 3) mass transit.
- ❑ Passenger car bad weather turnarounds (comment made between MMs 184-185).
- ❑ Turnaround locations for public to use in bad weather – so people could turn around and get back to Vail in bad weather.
- ❑ Want turnarounds.
- ❑ More signage to slow traffic, reduce noise, increase knowledge for those drives who don't know the pass.
- ❑ Why spend money straightening the highway which will only create faster traffic. Fix the problems with the existing highway by:
 - adding LARGE SIGNAGE to address the truckers speeding down the pass. Like the large signage coming down I-70 into Denver (i.e., “you are not down yet - two miles to go.”).
 - lower the speed limit just above the beginning of East Vail - slow vehicles down, don't spend money on ways to make it easier to speed. I bet the crashes are a result of speed, speeding during poor road conditions, truckers speeding due to not know how long the pass is - all issues are due to speeding.
- ❑ If this expansion is mainly a safety concern why not try reduced speed limits and more enforcement/visibility of state patrol on the stretch first? Seems most accidents are speed and aggressive driving related. These accidents tend to be the cause of delays, not the limited capacity of the two lanes. Combine this with more proactive and stringent traction/snow tire laws for cars and trucks and this could reduce the delays here.
- ❑ Lower speed limit. Cameras.
- ❑ Bustang buses need bigger engines to go over the pass without flashers on.

Bike Path/Trailhead

- ❑ Move bike path further from road (MM 185.5-187).
- ❑ Realign bike path at MM 185.5 to MM 188 to move away from the highway, eliminate the steep grades and sharp curves. Use of bike path is now a major recreational attraction.



- ❑ Improve/fix the bike path from the point it crosses under I-70 to Black Gore lakes.
- ❑ Please separate the bike trail from I-70 in the section where they are adjoined. (x3).
- ❑ The chain-up station is at a trailhead. Right now you have to use the old road to get to the trailhead. Could the chain-up station also serve as parking for the trailhead? Otherwise, there is a three mile walk.
- ❑ From MM 185 to MM188 the bike trail is a “nightmare.” There is a super dangerous right turn where there is sand and grade is too steep. Also the biking experience is not good, because it is too close to the highway. Cycling wasn’t as important when the path was built. The bike path should go on the other side of the creek.
- ❑ Please improve the bike path on the upper half.

Noise

- ❑ Now that construction for an auxiliary lane on this stretch of I-70 has begun, it is time for a sound barrier on the south side from MM 182 to MM 183. This is the beginning of the grade for eastbound trucks and the end of the steepest portion westbound, and therefore the noisiest stretch from semi-trucks accelerating without mufflers or braking with mufflerless Jake brakes.
- ❑ There should be a system of noise sensors and cameras, so that when a trucker uses his air breaks, the noise detector goes off and the camera takes a picture of his license plate, and he gets mailed a ticket.
- ❑ Add HUGE SIGNS to notify truckers and motorcycles of NOISE!!! BIG SIGNS SHOWING NO MUFFLER OR AIR BRAKES! With today’s technology, take pictures of those vehicles speeding or using air brakes and send them tickets.
- ❑ Plus sound walls to reduce the noise impact on local, tax paying residents of East Vail. This should have been done when the highway was built!
- ❑ Add sound walls, like Silverthorne, through ALL OF EAST VAIL, not just around the East Vail exit.
- ❑ Colorado Springs has sound walls, why can’t we?

Trucks

- ❑ Truckers need to be slowed down. (x3)
- ❑ There should be signs that tell the trucks to slow down and not to use air breaks.
- ❑ There should be a sign requiring truckers to use the right lane only.
- ❑ Trucks should only be allowed in the right lane – no passing. This change can be implemented now.



- ❑ An additional lane in each direction will really help with trucks, but they also need to stay in that lane.
- ❑ Create more wide areas for trucks to pull over.

Lights

- ❑ The West Vail Eastbound exit is hard to see and needs some lighting or reflectors to delineate the exit.
- ❑ More signs with LED lights to see during snow storm.

Median Barrier Headlight Screen

- ❑ Have median headlight screening, especially in the curves. Headlights shining at you are a big safety concern.
- ❑ Median barriers need to be higher at the curves to block headlights.
- ❑ Lights in people eyes make them slow down, that might be what is causing the speed differential.
- ❑ Median barrier height is an issue. Get blinded by headlights when the barrier height drops. The glare causes crashes.

Other

- ❑ Between MMs 180-182, need sound walls, slow truckers, and no air brakes.
- ❑ It would be an improvement if the curve radius at The Narrows could be increased.
- ❑ Improved or new technology to control the two avalanche zones.
- ❑ Bite the bullet and figure out a train. Europe has had trains through mountains for decades. Address wildlife issues. Make what is there work better without making it a huge project. Think small - hard for engineers.
- ❑ Please evaluate the need to add more sedimentation basins and/or sand/oil vaults. The sediment Control Action Plan suggested sites, but they may change as a redesign takes shape.
- ❑ I was also happy to hear about the improvements to the “basin of last resort” regards more facile clean-out. Also pleased to hear that the captured sand has continued use as a sound barrier in East Vail.
- ❑ You could bury the highway and put in convention centers and a green belt on top.



Please provide general suggestions and comments regarding this project.

Favor the Project

- It's great that CDOT is getting information and ideas from us.
- I'm in favor of the project from a safety and closure standpoint.
- We live at MM 182 and think this project is a good idea.
- I live very close and am generally in favor of it for safety.
- I strongly support the use of funds to improve the West Vail Pass Lanes. I would hope to see the related guideway-multi-modal improvements as well.

Existing Noise

- The bridge expansion joints make a lot of noise.
- Noise has really improved since they started ticketing trucks for using breaks five years ago.
- Noise is a big issue for everyone within ¼ mile of the highway. Some people had to move, because they couldn't stand the noise.
- Noise is from the truckers coming downhill.
- This is a recent phenomenon in the last 20 years due to loss of trees from pine beetle kill and magnesium chloride, "cowboy" independent truckers without mufflers, and those just wanting to irritate others.
- There are sound issues way back in the hiking areas, not just next to the highway.
- Noise past the trailhead is bad. Truck noise is bad in spring and fall.

Black Gore Creek/Sediment Issues

- We are East Vail residents and lifelong lovers of Gore Creek. Will this project evaluate highway drainage and runoff contamination issues? Perhaps a thoughtful collection/containment/decontamination infrastructure? Seems like a great opportunity to mitigate the largest obstacle in "Saving the Gore".
- How will the project address sediment issues? (x2)
- More state patrol would be a lot cheaper and less damaging environmentally, socially, and fiscally [regarding delays while building] than adding two lanes. At least try for a season or two to see if it works. Gore Creek is already inundated with road sand as it is.



Driver Behavior

- ❑ People need to change their behaviors. Going skiing for one day isn't sustainable. We need to stop driving such great distances.
- ❑ People go too fast. They are going faster than they realize because of the unique nature of the highway.
- ❑ People driving campers and trailers are a big problem.
- ❑ There are lots of out of state drivers that don't know how to use mountain highways.

Population

- ❑ More lanes will probably mean faster more dangerous driving, more deaths while maybe moving the bottleneck somewhere else.
- ❑ Once you build a third lane that will get filled up and then you'll need another one.
- ❑ Worried that if we improve I-70 too much, more people will come.
- ❑ Colorado has everything, so people want to come here. We have to deal with the growth.
- ❑ Most people up here opposed to guideway or capacity improvements. If you build it they will come. What do you do when they get here?
- ❑ Concerned about the communities ability to handle increased I-70 capacity. What do we do with all the cars and people once they get here?

Taxes

- ❑ Already paid taxes for this highway, and shouldn't have to pay more.
- ❑ Against all taxes, except the gas tax.

Tolling

- ❑ Don't make this a toll road.
- ❑ Whenever CDOT puts in a lane, it is seldom for the value of the public or to assist the flow of traffic. They are obsessed with TOLL LANES. I don't trust CDOT and would favor auxiliary lanes at Vail Pass ONLY if it were NOT a toll lane.

Recreation Area/Parking

- ❑ I heard about the lane expansion at Vail Pass and am concerned about how that may impact the parking situation for recreational users like myself and many friends. I was hoping expanded parking might be added which is sorely needed since there are so many large trucks and trailers needing space. If widening the highway makes it even more congested than it already is, there is going to be an even bigger safety and logistical



problem. I come from the Denver side which causes backups on the bridge. And those coming from the Vail side end up down the ramp and out into the highway.

- ❑ Our family has been traveling through Colorado for over thirty years visiting family and enjoying the state. Around 1996 we tried snowmobiling and got hooked. Nothing like Wisconsin! I can honestly say we probably have more time on the Grand Mesa than most locals. We have a second home in Palisade since 1998 and visit about every six weeks. While driving I-70 over all the years we have seen the improvements and have enjoyed the updates without making it a toll way...thank you! One area we have always talked about taking our sleds to is the Vail pass area but it always is so crowded with lack of parking, especially on the weekends. If the area were more inviting, additional parking, signage, possible visitor center it would be a regular stop for us. Just an opinion from a part time resident who has enjoyed everything about Colorado forever!
- ❑ Just saw a note from the Colorado Snowmobile Association. I think it's great that CDOT wants to add lanes to I-70, but I think if that happens, the parking lots on Vail Pass will need to double in size, minimally. Here's why I think this:
 - The lots typically fill up in the winter time by 9 or 10 am, which causes a dangerous traffic back up on the westbound off-ramp on the Shrine pass bridge. That alone should be justification to increase the size of the parking lots up there because they're already too small.
 - If CDOT adds more lanes to Vail Pass, I think it's safe to assume that even more people will want to access the recreational area on Vail Pass which further lends support to my thinking that the lots need to get a lot bigger.
 - As I'm sure you and everyone else knows, what we really need is major lane expansion on I-70 between Denver and Summit County...as much as we try to come up with less expensive fixes, the Eisenhower tunnel needs to double or triple in size. Volumes are beyond ridiculous. Until that happens, 18-wheelers need to be outlawed on Saturdays and Sundays on I-70 between Denver and Summit County from Dec. 1-April 1.
- ❑ While I'm not opposing the expansion of I-70, I am concerned that the heavily used parking area is protected and expanded to minimize the safety issue.
 - The Blake Lake parking area fills up frequently and backs up on to the Shrine Pass Bridge on to east bound I-70 ramp.
 - Snow removal is already a problem.
 - Safe access to parking area also precludes the use of the rest area by those not recreating in the area.
 - The lack of safe parking has been an ongoing problem for decades and this is an opportunity to fix it.



- ❑ I recently learned about this new plan and wanted to send in some quick comments outlining my concerns.
 - The lack of safe parking at the Vail Pass Winter Recreation Area/Vail Pass National Recreation Trail on the White River National Forest has been an ongoing problem for decades.
 - When the Black Lake parking area reaches capacity (which happens on many days very early in the day) traffic frequently backs up on to the Shrine Pass Bridge and onto the east bound I-70 off ramp.
 - Snow removal by CDOT has often been difficult to undertake safely both for the plow operator but also people using the parking area.
 - In addition to Vail Pass Winter Recreation Areas primary access point through the rest area, the Vail Pass National Recreation Trail Primary access point is through the Vail Pass Winter Recreation Area as well.
 - The lack of safe access to parking areas also precludes the use of the rest area by those not recreating in the area. In conclusion, I believe the widening will make the above issues even worse. I'm hopeful that your plan will address these issues.

General

- ❑ There is wall to wall traffic from Vail to Eagle to Gypsum.
- ❑ The highway is closed more now than it used to be.
- ❑ The state has spent too much money on the front range.
- ❑ Change the name of the project to West Side Vail Pass so as to not confuse with West Vail.
- ❑ Don't call it West Vail Pass. Call it West Side.
- ❑ Quit studying and just build it. (x4)
- ❑ I have been paying approximately \$1,000.00 per year plus gasoline taxes for many, many years, and the state still hasn't fixed this. Please fix this—NOW and stop the studies. Signed by a 42 year resident.
- ❑ Peak Period Shoulder Lanes is stupid.
- ❑ More pavement width = higher speeds = less safe conditions.
- ❑ There are a lot of ruts on Vail Pass in the asphalt.
- ❑ Crashes on bikes are from tourists who don't know what they are doing.
- ❑ I am deeply concerned about the impact of any additional lanes proposed for I-70 as it runs through the Town of Vail because of the major adverse impacts on residential properties that are adjacent to I-70. As it is today, I-70 is right behind many residences, including my duplex in East Vail. Last year a spare tire from a semi-truck landed in my



I-70 West Vail Pass Auxiliary Lanes

Public Meeting #1 Comment Summary

backyard only several feet from hitting the house. It knocked down part of the chain link border fence, which CDOT in Eagle later repaired at my request. The noise, lights, and vibration of the vehicles is disturbing and is only going to be made worse by adding lanes. Some other solutions are needed instead of adding new lanes. For example, semi-trucks should be required to drive only in the outer lane of the road so they do not impede traffic in the inner lane. Large trucks are a major cause of traffic backups and accidents on I-70 east of Vail. Also, traffic metering should be added at entrances to I-70 west of Vail pass to control the flow of traffic similar to metering of I-70 in Summit County. Finally, more effective controls on vehicles allowed on the highway during bad road conditions need to be implemented for I-70 between Vail and Copper Mountain. The traction law and related warnings are inadequate and confusing for drivers, especially those from other states and countries who have no idea what the traction law warnings mean. A more simple requirement for bad road conditions - such as not allowing any vehicles without chains or adequate snow tires (having 4-wheel drive or all-wheel drive alone is not sufficient) on the road at all during specific circumstances - would work better. If it is absolutely necessary to consider new lanes on I-70 through the Town of Vail, there must be mitigation of the adverse noise, light, vibration, and safety impacts on private property bordering the highway, including aesthetically appropriate sound walls.



SUMMARY OF PUBLIC COMMENTS SURROUNDING PUBLIC MEETING #2 DECEMBER 13, 2018

Outreach Overview

The second public meeting for the I-70 West Vail Pass Auxiliary Lanes Project was held on December 13, 2018 in open house format from 4:30 – 6:30 PM at the Donovan Pavilion in Vail. The meeting served to present the alternatives evaluation and draft proposed action for public comment. Approximately 40+ people attended the meeting.

This document includes a record of all comments submitted surrounding this second public meeting, from September 26, 2018 through May 8, 2019. Comments were received through the project web page comment form, letters, and emails and phone calls to project team members, in addition to those documented on comment sheets and maps, and recorded by project team staff at the open house meeting.

What do you see as the benefits and/or impacts of the Proposed Action's preliminary roadway design?

Benefits

- Hopefully, improve eastbound traffic flow during snowstorms.
- An opportunity to increase wildlife permeability and habitat connectivity.
- The realignments, improving of curves, and reduction of grades would greatly improve the travel experience. It is not clear what the exiting lanes would help with.
- Safer roadway and fewer crashes. Improved sediment reduction. Improve the rec path location away from I-70.
- I don't see many benefits.
- We will refrain from commenting on the primary benefits and impacts of the proposed design until Eagle River Water & Sanitation District staff and our consultants review the water resources technical memo, details on best management practices, and the Environmental Assessment. Feedback will also be given to the technical teams as appropriate, as some of the District's comments are better suited to those groups.



Impacts

- ❑ The possibility that another eastbound lane might take out my complex (Ridgeview Square on Spruce Way) in East Vail as the eastbound lane is already almost on top of the complex. There is no compensation that could compensate me. It must be widened to the north.
- ❑ Moving the bike path to the other side of the creek could increase habitat disturbance.
- ❑ Expansion of the roadway will exacerbate water quality issues, trouble with wildlife connectivity, and increase impacts to the bike path.
- ❑ Water quality, wildlife connectivity, aesthetics.
- ❑ The negative impact on wildlife is a large concern as the number of deer, elk, bear, moose, bobcats, lynx, birds and other will be huge. Isn't it time to address our natural resources rather than, once again, catering to the whining of people stuck in congestion?
- ❑ I'm totally against auxiliary lanes on West Vail Pass. We don't need accidents in all three lanes instead of two. People should just show down instead of giving them so many lanes. Especially with global warming, we don't need that many cars on the road.
- ❑ Impacts are wildlife, East Vail neighborhoods, water quality. With the added lane and smoothing of the corners, you will only encourage more people to drive faster and make bad decisions regarding speed and road conditions. I am concerned about the noise the highway will produce to the homes in East Vail. The added noise and filth from the highway can be a huge detriment to quality of life for those who live in East Vail. Mitigation of the negatives of noise and pollution to the neighborhood are of paramount importance.
- ❑ I am wondering if building the extra 2 lanes is really the best way to tackle the safety issue? Could we consider lowering speeds, not allowing semis to pass in that area, or some other sort of safe driving reinforcement? The building of two extra lanes will negatively impact our water quality, wildlife, and increase our noise pollution. I want to make sure that we look at all options instead of just building more costly roads. I feel like we haven't done enough to solve the problem with least impactful options.

Please list your thoughts and comments regarding design option development. What are the most important values to consider as design options are being developed?

Water Quality

- ❑ It is unclear how the proposed design will improve water quality. Any project should implement the best and latest to improve water quality and minimize impacts from the roadway.



I-70 West Vail Pass Auxiliary Lanes

Public Meeting #2 Comment Summary

- ❑ Concerns about gravel and magnesium chloride impact on the Black Gore Creek. Huge amount of work being done to mitigate impacts to Black Gore Creek by local advocacy groups. Please make clean water a priority.
- ❑ I opened a Dropbox account [and sent a link to] the BGC Erosion PowerPoint file that I created in 2008. Somewhat dated I know, but I bet some of the entries are still valid. Issues that should be addressed by the CDOT I-70 lane addition project.
- ❑ Improve water quality in the Big Horn Road crossing area, and from mile post 182 – 183.
- ❑ Concerns with water impacts for entire Gore Creek and Black Lakes.
- ❑ Thank you for the opportunity to comment on this important issue. The mission of the Eagle River Watershed Council (ERWC) is to advocate for the health and conservation of the Upper Colorado and Eagle River basins. As such, ERWC staff and consultants are participating in the I-70 West Vail Pass Auxiliary Lanes project, in particular on the Stream and Wetland Ecological Enhancement Program (SWEEP) committee. Several staff and board members also attended the project open house held at Donovan Pavilion in Vail on December 14, 2018. As you know, ERWC and numerous other partners, including the Colorado Department of Transportation, have worked for many years and secured major funding and community support for improvements and mitigation along Black Gore Creek and Gore Creek. We were therefore surprised that the creeks, related water resources, and water quality were not highlighted at the open house. In fact, there was little mention of water quality concerns except for a poster that noted how they would be handled in the future. While we appreciate the opportunity to participate in on the SWEEP committee and provide feedback on technical matters, we wish there had been more content on water resources on which the general public could provide feedback. We look forward to the release of the Environmental Assessment to the public later this year, and recommend that the document include robust analyses of impacts to the creeks and riparian corridors, macroinvertebrate and aquatic species, and the anticipated benefits from water resource-related mitigation measures. Black Gore Creek and Gore Creek are vital components of our watershed health and our economic vitality, and as such, we believe they should have received more attention and opportunities for public input at the recent open house. Thank you for your consideration and for the continued opportunity to participate in this important project.
- ❑ [Eagle River Water & Sanitation District] believe[s] there was a lack of information on water resources and water quality provided to the public at the open house. Black Gore Creek, Gore Creek, and related water resources are very important to the District, Town of Vail, state and federal partners, and the local community. These water sources are critical to the public health of District customers, among other important values. Black Gore Creek and Gore Creek are on the state of Colorado's 303(d) list for impaired waters, and this project will expand the footprint and the impacts of I-70; therefore, any



additional impacts to water quality and water resources are likely to compound existing water quality concerns. Given the current conditions of these creeks and the importance of water quality to the local community, we would have preferred that more detail was shared with the public on how and why water protection efforts are key to the success of this project. For example, poster 13, “Environmental Resources” did not mention water quality at all and focused almost solely on wildlife and historic structures/bridges. The creeks were not labelled on this poster, preventing public understanding of the geographic context. Though “potential wetlands” were included on this poster in green, they certainly do not comprise the extent of water resources that may be affected by the project, which should have been included on this “Environmental Resources” poster.

- ❑ [Eagle River Water & Sanitation District] had some concerns related to posters 7 and 8, “Alternatives Evaluation Process” and “Level 1 Alternatives.” Because only one alternative was retained at the completion of the Level 1 screening process, a number of environmental screening factors that were included in Level 2 were never evaluated (i.e., no Level 2 process was carried out). Though the project team has reiterated that these items are retained as core values going forward, the lack of information about water resources at the public meeting concerns us because it appears (and may have appeared to the attending public) that water resources are not high priority for the project development phase. On the second page of poster 11, “Design Option Considerations,” water quality evaluation processes are presented in more detail. However, we are concerned that several elements previously included in the Sediment and Wetland Ecological Enhancement Program Memorandum of Understanding (SWEEP MOU) for the Project Development phase have now been delayed to later project phases. In particular, a Water Quality Management Plan identified in the SWEEP MOU implementation matrix Project Development phase was not mentioned on this poster. Additionally, commitments in the Project Development phase such as revisions to the sediment control action plan and initiation of site-specific consultation with other agencies were forecasted to occur in “future project phases” or in “separate projects,” which is not consistent with the intent of the MOU. Finally, at the Vail Town Council meeting on Dec. 4, 2018, CDOT presented a project update and took questions from town council in preparation for the public open house. The likelihood of project phasing was mentioned several times, due to the failure of Propositions 109 and 110, and due to the normal extended timetable for such a large undertaking. We request that additional information on such phasing be shared with the SWEEP stakeholders as soon as it is available. Additionally, we recommend that as project elements are phased in over time, the beneficial and adverse impacts are evaluated to determine if additional phases or full build-out is necessary. Therefore, the earliest phases of the project should include robust baseline and continuous monitoring of impacts on water quality and water resources. We understand the immense complexity of the planning and implementation of this project; however, when all the aforementioned items are viewed as a whole, the District



is concerned that water resources and water quality impacts are being discounted at worst, and at best, pushed to later phases of the project that will not include detailed NEPA review. District staff will continue to work closely with the project team to ensure the project protects the environmental interests of the District and Authority customers, guests, and our many community stakeholders.

Recreation Trail

- ❑ Nice work! A relocated multi-use path would be an excellent early action!
- ❑ Keep this as close to the road as possible in order to mitigate habitat and wildlife impacts.
- ❑ Move it away from the roadway.
- ❑ Please locate the new bike path away from the freeway. The least enjoyable part of the bike path today are the sections located directly next to the freeway.
- ❑ Any changes to the bike path that cause further disturbance to wildlife and their habitat must be avoided.
- ❑ A number of people had concerns about water quality and wildlife impacts in regard to the bike path alignment.
- ❑ One person stated that they did not want the bike path to be coincident with the road.
- ❑ I just want to go on record that I am 100% in favor of making the bike path on Vail Pass as user friendly, aesthetic and environmentally responsible as possible. As a member of this conversation I feel it is my responsibility to voice, as strongly as I can, how important this plan is for recreational users of the Vail Pass bike path. The economic impacts from the bike path are vital to both Eagle and Summit Counties, not to mention the beauty experienced by riders. As a frequent cyclist of Vail Pass, knowing we can improve this experience for generations to come, gives me great satisfaction. Given that we have options and the rare opportunity to vastly improve the user's recreation path experience, I think it would be a crime to keep the path near the busy, noisy and dangerous I-70. The incremental cost of moving the bike path away from the highway, when amortized over many years, is quite minimal. It would also seem that moving the bike path away from the highway would make maintenance of that section easier and safer.
- ❑ The focus of the sole “dot exercise” for the public included an opportunity to share feedback on potentially competing values within the context of recreation trail realignment. [Eagle River Water & Sanitation District] appreciate[s] that water quality was included in this exercise. However, the discussion was within the context of the trail, rather than a standalone assessment that solicited public feedback on the values and potential impacts of the entire project. This appears to be in conflict with other materials



shared at the meeting, which state that CDOT is interested in understanding the priorities of the public. That is, the value of the stream should have been publicly assessed on its own, rather than within the context of the trail alignment. In addition, the trail alignment was presented as a “given” rather than allowing the public to freely assess its value.

I-70 West Vail Pass Auxiliary Lanes **Design Option Considerations**

Trail Relocation

The draft Proposed Action will directly impact the Vail Pass Recreation Trail from mileposts 185.5 to 187. Due to these impacts, the project team will be evaluating different options for locations for the trail to be rebuilt. The consideration of options must balance many things: user experience: noise, safety perception, views; wildlife impacts; water quality impacts; wetland impacts; ability to maintain the trail; and others. When evaluating these options, the team would like to know which of the Core Values and considerations below are most important to you?

Place a dot sticker by the three things you think should factor most into decisions about the relocated trail

Safety on Trail (Proximity to highway) 	Grade of Trail 	View from the Trail
Highway Noise 	Wildlife Impacts 	Wetland Impacts
Water Quality Impacts 	Forest Impacts 	Ease of Maintenance of Trail

Wildlife Habitat Connectivity

- ❑ Please increase habitat connectivity. Consider the size of box culverts to ensure they are big enough for target species. Take measures to make sure underpasses/culverts don't fill up with snow.
- ❑ It appears little is incorporated to improve wildlife connectivity. Maintaining existing corridors is important, but a project of this scope should also repair/replace the lost connectivity.



- ❑ Improve connectivity if possible.
- ❑ Current information and plans for terrestrial habitat connectivity were included on several posters, some with substantial detail and photographs. However, aquatic species were not mentioned. Connectivity for fish, macroinvertebrates, and other water-dependent species should be included in the upcoming environmental analysis, as temporary and/or long-term disruptions to the riparian corridor are likely during and after construction. [Eagle River Water & Sanitation District] recommend[s] including more detail on aquatic species occurrence and anticipated impacts going forward in the process. The District, Town of Vail, and numerous other local stakeholders have invested heavily in Gore Creek restoration efforts; these efforts bolster not only tourism and recreation in Vail, but in the economic vitality of the entire state.
- ❑ Of highest priority, safe connectivity for wildlife throughout the entire project area must be maintained. This should include new crossing opportunities for wildlife in addition to maintaining and/or improving those that already exist. Any new underpass structures must be wide and tall enough to be functional spaces for elk-sized critters.
- ❑ My main concern is the consideration of wildlife as they travel across I-70, and with increasing traffic along with other challenges they face (human population growth and development, climate change, invasive species, as examples), they will require corridors that allow them to safely move between spaces. Well thought out wildlife crossing areas should be added as this will provide a safety tool for preventing collisions with cars as well as supporting healthy wildlife populations.
- ❑ I am concerned about the following:
 - the need to maintain connectivity for wildlife throughout the whole project area
 - providing new crossings for wildlife in addition to maintaining those that already exist
 - any new underpass should be wide and tall enough to accommodate species like elk
 - the need to prevent changes to the bike path from disturbing wildlife and their habitat.
- ❑ I am writing to express my support for maintaining wildlife connectivity during the Auxiliary Lanes project on I-70 West Vail Pass. This should include providing new crossing opportunities for wildlife in addition to maintaining those that currently exist throughout the life of the project. The I-70 corridor is one of the main wildlife passages on I-70 and it is critical that we maintain this habitat connection. Any new underpass structure should be wide and tall enough to be functional for species such as elk, especially when taking the proposed new road width into account.
- ❑ I hope that you will take wildlife conservation needs into consideration while developing this project. Please remember to consider how important it is to maintain habitat areas



for certain species; so, ensuring that wildlife are able to safely pass over or under the roadway is definitely a must. I support any input that wildlife organizations have in regards to this project. Thank you for your time and good luck with all the planning!

- ❑ I don't agree with moving the wildlife out. This is their home and the more you push them out they will come in the back yards and if a bear hurts someone then it's ok kill it.

Other

- ❑ Don't ruin aesthetic qualities of Vail Pass by too many lights and VMS signs.
- ❑ One person wants variable speed limit signs and the speed limit to be 25 mph when snowing. He noted that in California and Oregon, the speed limit is reduced to 25 mph in "white conditions." He also suggested positive control of the chain-up area to enforce the traction law.
- ❑ I want to make sure environmental values and obligations are properly embodied in the process.
- ❑ Sound control walls needed from East Vail to MP 180.7.

General Suggestions and Comments

Alternative Improvement Suggestions

- ❑ It's time CDOT did a pilot program to reinstate chain stations to see if it reduces I-70 closures in winter.
- ❑ Before going to the expense of adding auxiliary lanes, much simpler and more cost-effective solutions could be implemented to improve driver visibility. These include:
 - Using high-visibility reflective highway paint. Oftentimes coming down the pass (especially at night and when there is any snow on the road) it is VERY hard to see where the edge of the road and the lane lines are. Other states (including OR and NH) use paint that is highly reflective and increases drivers sight distance when it is dark or when there is inclement weather. There is NO REASON why Colorado can't do the same. Reflective paint might be a little more expensive than the junk you currently use, but it is FAR LESS EXPENSIVE than adding new lanes. Especially if the new lanes are narrow (as they are from Empire to Idaho springs), it causes drivers to slow down excessively and/or straddle the lanes if they can't see where the lines are.
 - Add taller dividers between EB and WB lanes on the west side of the pass to block headlights from blinding drivers going the other way. (The ones between West Vail and Minturn are great).



- Add reflective posts to the center dividers and to the right side of the road to mark the edge of the road better. This will improve visibility when it hasn't plowed well.
- The most dangerous part of Vail pass, in my opinion, is not being able to see the road. Improving visibility is much less expensive than adding extra lanes and would be a good first step to making this stretch of highway safer.
- Expanding I-70 to 6 lanes is a silly waste of money. 95+% of the time the highway runs free and clear. Expanding simply turns it into a race track of more idiots going too fast without any foul weather driving skills. Here's a solution: take the proposed budget of the expansion, buy 4 dedicated snow plows and 4 courtesy patrol trucks and when the weather turns nasty simply have them run up and down the pass keeping speeders at bay and keeping the movement of vehicles orderly and safe? If the estimated cost of the expansion is \$500,000,000 my proposal would cost a minute fraction on a yearly basis & would stop the accidents, stop the negative impact on wildlife, and help us save some money.

Same person commented with same suggestion in more detail using different submittal method:

Looking at the various informational pieces I feel very strongly opposed to the increase from 4 lanes to 6 lanes – reason being, this will take on the characteristics of a race track even more than it is already. Basic fact, most people are truly BAD drivers. Hovering in the left lane, playing aggressive games, driving without good tires, no experience in driving in rain or snow conditions. By creating a 3-lane race track you will encourage even more of these bad behaviors. This stretch of I-70 is a MOUNTAIN PASS – with that comes certain responsibilities of drivers. Probably more than 95% of the time traffic moves quite nicely up and down the pass – throw a snow storm into the mix and chaos ensues....so, with an estimated \$500,000,000 cost (at a minimum) why not hire several people to man four new courtesy vehicles & any time there is a weather or a ski weekend migration back to the Front Range, these vehicles simply “pace” the traffic up and down the pass? Cost would be minimal and the safety would increase exponentially & the number of morons getting into accidents would plummet. I see no reason to spend this amount of money to create a bigger problem, create faster traffic, create an even greater hazard for our wildlife and once again cave to the interests of motorist that complain during snowy weather that the roads are awful.....as I said, 95% of the time traffic flows perfectly fine up and down the pass....so, to mitigate the 5% or less of the time traffic and accidents snarl things we are being asked to find \$500,000,000+?!?!?! Wasteful spending.....Lastly, having been involved over the last many years discussing, revising, editing and helping with C-Dot figure out other traffic issues in Eagle County – it is my experience that they listen, sometimes actively, but not once have I seen them actually change/modify a plan to accommodate the publics input. Just like this issue, us regular



folks are simply spitting in the wind and wasting our time. C-Dot has and will continue to do whatever they want and the public be damned. Sad but true.

- ❑ Excessive speed is the cause of many traffic accidents and near-misses, particularly on the west side of Vail Pass, in the westbound lanes. Increased speed control would help but in the “narrows” or curvy stretch where there is very little shoulder, and even less shoulder in winter, patrol officers stopping speeders could create additional hazards. Would it be possible to install cameras to monitor speed with signage above this area warning of speed cameras and that violators will be ticketed - similar to the red light camera system?

Private Property Impacts

- ❑ I want to be assured that my complex, Ridgeview Square, Spruce Way, East Vail, will not be taken out by this third eastbound lane as right now the eastbound lane is almost on top of the complex. I am also concerned that there is no one in East Vail properties such as mine represented in the planning and design. It must be widened in the opposite direction, to the north.
- ❑ People living in East Vail were glad to see that the south edge of pavement line was being held. This was extremely important to them. They were also concerned about noise and wanted to know if new sound walls would be included in the project.

Other

- ❑ Please include proposed wildlife crossing when these graphics are put online. I was told they were left off the graphics tonight, but could be easily included online. Please include the sizes of proposed crossing structures.
- ❑ I’m worried that more could be done to address the environmental issues we already know of due to the existing roadway. Hopefully any project will keep improving the environment from the existing state as priorities while accommodating the vehicular travel.
- ❑ I would like to commend the people that worked clearing the Vail Pass today. I was not able to make it to the top and pulled over onto the shoulder of the road about two miles from the top. I sat and waited not knowing what to do, I am not from this area and have never went over this pass. A Safety Patrol person stopped and rendered assistance. He pulled me to the top of the Pass into the rest stop where I was able to continue after waiting for the plows to come through. Thank you all so much for saving my day.
- ❑ The Eagle River Water & Sanitation District supports CDOT and FHWA efforts to improve safety and operations on the west side of Vail Pass. We appreciated the outreach to our local community and customers at the December 14, 2018, public open house held at the Donovan Pavilion in Vail.



I-70 West Vail Pass Auxiliary Lanes

Public Meeting #2 Comment Summary

- Anyone who drives I-70 is aware of the terrible road wear and damage caused by big semi trucks. In some places damage is so great it is dangerous to smaller vehicles. What is the volume of semi trucks by percentage of traffic on I-70? Does the trucking industry pay at least that percentage in taxes or fees toward maintaining roads?

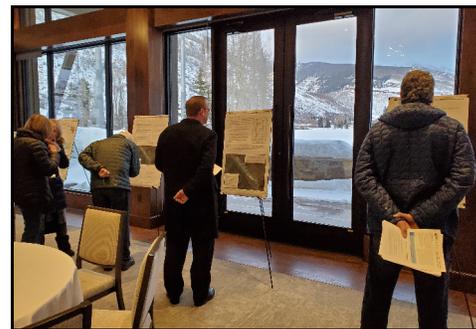
SUMMARY OF PUBLIC COMMENTS SURROUNDING EAST VAIL TRAFFIC NOISE MEETING

HELD FEBRUARY 13, 2020

Meeting Overview

A public meeting focused on traffic noise impacts and mitigation in East Vail was held on February 13, 2020 at the Vail Golf & Nordic Clubhouse. Members of the project team gave a presentation at 5:30 PM, which provided a brief project overview and explanation of the noise analysis process and preliminary noise mitigation recommendations. Following the presentation, the meeting was conducted in an open house format until 7:00 PM to allow attendees to view information that was discussed during the presentation on display boards and to have conversations with project team members. Approximately 60 people attended the meeting.

This document includes a record of all comments submitted surrounding this East Vail noise meeting, from February 6 - 20, 2020. Comments were received through the project web page comment form, emails and phone calls to project team members, in addition to those documented on comment sheets and recorded by project team staff during the open house.



Preliminary Noise Analysis Comments

Heavy Trucks & Engine Brakes

- ❑ South side from MM 180 – 182 is what needs the noise barrier. Most noise comes from owner-operator independents, i.e. hay, cattle, steel, etc. with no mufflers; they also run jake brakes excessively 7:00 – 9:00 AM westbound and 2:30 – 5:30 PM eastbound.
- ❑ The trucks that are the loudest are the smaller operations such as cattle and steel haulers. The big-named trucks aren't loud- they clearly have proper mufflers.
- ❑ Enforcement of jake brakes is needed. Why didn't Colorado State Patrol come to this meeting? This should be a team effort. How many citations are written for jake brakes/mufflers?



- ❑ Jake brake (all of the trucks ignore the signs), auto, and plow noise exceeds acceptable levels near the Vail Racquet Club. We need noise mitigation now and this project only exacerbates that need. Please help us.
- ❑ In addition to the safety of the project I would hope that the noise problem from the trucks using non muffler brakes descending the pass be addressed. I have had a second home in East Vail since 1980 and the truck noise has increased over that time. I am not sure if this project might address this problem but would hope it does. Thank you for your attention.
- ❑ I am extremely in favor of noise mitigation for East Vail. We hear every I-70 truck at our East Vail house.
- ❑ Definitely need some type of noise abatement devices installed along I-70 by East Vail. The big rig trucks always compression release Engine Brake when going up and down the incline. It is especially bad around the overpass of Columbine Drive.
- ❑ Living on the south side of East Vail we hear highway noise and "jake" brakes all the time from trucks coming down the pass. While the use of jake brakes is supposedly against the law, it doesn't ever seem to be enforced. Adding a lane will most definitely increase both tire and jake brake noise. Obviously, we are opposed to that happening.
- ❑ Will increase speeds with third lane. More trucks will come and go faster. There will be more jake brakes.
- ❑ Will the additional lanes increase or decrease noise levels in East Vail? Trucks can already be a noisy problem.
- ❑ Before spending \$750 million for upgrading the Vail Pass west side, has a computer study been done of the effect of limiting truck traffic and other vehicles that cannot maintain a speed of 60 miles per hour during peak periods? Also eliminating truck or trailer traffic when snow covered roads exist? The numerous cameras on I-70 should make it easy to enforce the elimination of truck traffic at peak periods. Doesn't New York and Vail prohibit truck traffic at specific times?
- ❑ The road conditions are bad because of the ruts in pavement caused by trucks. When it is icy cars bounce and they slide causing accidents.
- ❑ Engine brakes are used for safety. CMCA is in full support of ticketing any driver not compliant with law and has no muffled system.
- ❑ There are no laws for jake brake use on West Vail Pass, so there is nothing for Colorado State Patrol to enforce on the pass itself. The Town of Vail has one sign near town limits that references the related ordinance, which refers to "extended use" of jake brakes. It is the Town's jurisdiction to enforce, but is very difficult to enforce as written. It seems to come down to a choice between noise and crashes.



Noise Analysis

- ❑ Auxiliary lane downhill will increase speeds and reduce safety. This will become a speedway. This study is very flawed. Noise impacts because speed limits won't be followed. It will end up like westbound I-70 from Eisenhower Johnson Memorial Tunnel. Need to incorporate higher speeds in model. Would like to talk with someone about these concerns and how traffic modeling incorporates increased traffic speed.
- ❑ Straightening the curves could make people come down the pass even faster. Need speed control. Should say how this will be addressed.
- ❑ I live near receptor S13 and have a pocket decibel meter. I've measured readings around 80 decibels. Traffic is worst between 7:30-9am for traffic heading WB and from 2:30-5:30 for traffic heading EB.
- ❑ Please conduct a study assessing the potential of reflections of traffic noise towards residents to the southeast of I-70 with the development of barriers to shield residents to the northwest.
- ❑ Lmax levels should be used to define the noise threshold instead of the hourly average.
- ❑ A noise measurement should have been made at my house.
- ❑ More long-term measurements should have been made.

Noise Mitigation

- ❑ It can be quite loud on the Creek due to highway noise, particularly in the summer (I think because the snow dampens the noise in the winter and because windows and screens tend to be open in summer). Especially if additional traffic will be added or there is a lane addition extending closer to Vail Racquet Club, efforts to mitigate road sounds would be greatly appreciated. Concrete walls would be great.
- ❑ I am very concerned about both noise and safety with respect to I-70. I own a duplex that backs up to I-70 in East Vail. Noise and vibration from large trucks that are on I-70 is a problem that needs mitigation. Also, during the winter chemicals sprayed on I-70 drift into East Vail, adhere to windows and impact the landscape. Even more important, I-70 is a major safety risk to all buildings along it and people who are near it. At my duplex, a semi-truck tire and wheel weighing hundreds of pounds flew off a truck and landed within several feet of my building. It mangled the perimeter chain-link fence. Major damage would have occurred if the tire and wheel had hit my building. A safety and sound wall is imperative along I-70 in East Vail.
- ❑ Brenner Pass in Europe has great noise walls.

Meeting Feedback

- ❑ Please include copies of all the slides used during the presentation – it's too hard to hear or see without something in your hand to follow.



- ❑ Thanks very much for the Vail public meeting on noise mitigation. Your team did a masterful job in explaining the subject matter. Please keep us informed as this potential project goes forward.

Overall Project Comments

- ❑ Concerned about the construction, traffic, noise and how it impacts East Vail values.
- ❑ Where exactly will the new auxiliary lanes will be starting in East Vail? According the Vail Daily article it would be the East Vail exit but on the other hand there are two huge and flat bridges east of it which I don't believe need an auxiliary lane.

Project Need

- ❑ An auxiliary lane is very important in the eastbound direction.
- ❑ "Need" paragraph needs work. (1) "Safety and operational uses due to: geometric conditions, slow moving, passenger vehicle interactions [not clear] resulting in inconsistent and slow travel time." You need to add weather, snow, etc. as one would hope this would be reduced?? (2) "Mobility" needs a better definition. It duplicates safety. "Efficiency" needs a definition, just more to be useful such as travel at speed limit at a certain percentage of time or without weather, etc.
- ❑ I question the need for additional lanes. The main problem seems to be closures due to adverse weather condition not traffic. I would hate to see the existing road widened because of the adverse aesthetic and environmental impacts that would ensue, but I'm open to learning more.

Improvement Suggestions

- ❑ I have owned a home in East Vail for 28 years. Isn't it about time to start planning a light rail from Denver to the mountains rather than accommodating more cars?
- ❑ We sure wish that any work done on the highway could include correcting the huge design flaws at the following: (1) mm 180 westbound off-ramp: those turning left (i.e. onto Bighorn Rd are in a blind spot - you cannot see vehicles moving north, under the overpass (2) mm 180 the eastbound on-ramp is too short. We feel we're taking our life in our hands because eastbounders in the right lane cannot see us coming on.
- ❑ What I'm really wondering as a homeowner and East Vail resident going on to 20 years, is making auxiliary lanes really going to make a difference when somebody doesn't have the right tires in the winter time or the noise is that really going to make a difference here especially with our wildlife & human space?? Have YOU all looked into doing a tunnel from the bottom of Copper into East Vail instead of widening the pass and leaving the pass for those vehicles that are not allowed to go through a tunnel would that not be a safer way to go in the long run the noise will be less the traffic will be less isn't this a better route for a peaceful living area for wildlife & those of us who live in East Vail. Is a tunnel even an option that the state let alone the county has looked into, at what is this going to do for impact on wildlife and human living space? How would it compare to



costs?? Has this even been compared or considered or thought of? If there is a problem isn't it best to look at what the real problem is in the best, BEST Way to go about correcting I-70 over Vail pass so that we don't have a bigger problem after we thought we corrected the problem?????!!!!

- ❑ Colorado should take the approach that California does- have state troopers lead traffic in bad weather.
- ❑ Hey geniuses we need indoor ski in metro area. We don't want 3 lanes to Vail -trees already dying from gas/beetle. Tell BLM/USGS no desalination plants in world. We aren't paying to suck out own ocean for water. Houses are overvalued everywhere get price down or free.
- ❑ If speed limit was dropped to 55mph, it would be safer and quieter.
- ❑ Trucks going EB are the worst problem; semis shouldn't be allowed to pass each other.
- ❑ Would like a no truck passing zone, just like Glenwood.
- ❑ Truck ramps need to be improved.

Comments Regarding Issues Outside of Project Area

- ❑ What would be the cost to reconfigure the Eisenhower - Johnson tunnels to have 3 lanes going one way and changing the direction of the three lanes during peak periods? Or would this change make no difference because of the bottleneck of two lanes further down the road? I think this concept is used in the Bay area near San Francisco.
- ❑ Lights are really helping at Dowd Junction.
- ❑ Big concern from homeowners near the chain down station about the unfinished berm near Bald Mountain Road:
 - Multiple homeowners were very upset that the berm they were promised 20 years ago still hasn't been completed. They say it was a commitment to the neighborhood for noise and light mitigation when the chain station was placed there. The chain station was constructed long ago, but the mitigation and safety for the neighborhood is still not done. The timeline of the berm construction was the most important to the residents, and CDOT and Vail defaulted.
 - Would have liked the West Vail Pass project to go further into Vail so the project area would cover this berm.
 - Vail blames CDOT and CDOT blames Vail for not finishing, but residents have not ever gotten a straight answer detailing why it hasn't been done.
 - Have heard there are certain allocations of dirt for CDOT and Vail and that may be the hold up. Should waive the allocations and just let someone finish it.
 - Why can't the extra dirt from other projects in town, even private developments, get dumped on the berm? Seems there could be a solution to this if CDOT, Vail, and homeowners sat down to problem solve. One homeowner especially willing to help in any way possible.



- If we add a lane on Vail Pass, more trucks will speed down the hill and burn up their brakes. Currently, trucks burn up their brakes and often catch fire and use the chain down station to stop. Cars also use the chain-down station when they break down/catch fire. This is a giant fire hazard for the people that live on Bald Mountain Road and there's no way out for those residents as it's a dead-end street. This is an even larger concern in the dry summers. The berm is needed for safety, or better yet, they'd like a fire wall constructed to protect their homes.
- The west end of the berm isn't as high as the east end. The center section is the most important and the part not done.
- The berm is supposed to be top-dressed at the end of each season. This doesn't happen and the haz mat and trash comes down to homes.
- Residents would like CDOT and Vail to follow up and set a real timeline for finishing the berm.